

INTIMATIONS
BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
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CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2704]



**A. S. WATSON & CO.,
LIMITED.**

**FLOWER AND VEGETABLE
SEEDS.**

FOR THE SEASON 1898/1899.

Orders are now being executed.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER.

Supplies natural nourishment to the soil.

In Tins

10lb. each.....\$1.75

25.....\$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market Supplied at Manufacturer's Price.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY

ESTABLISHED 1841.

Hongkong, 6th September, 1898. [24]

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No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

Hongkong, October 4th 1898.

The Kintinhu deputation, in the apology tendered to the Colonial Government the other day for the insult and obstruction offered to the Kowloon Commission, said the people of the village had "no managers or education." The Acting Colonial Secretary—who is to be complimented on the sensible and effective manner in which he dealt with the deputation—considerately assured them that whenever was appointed to govern the territory would pay special attention to their education. But according to the statement of a correspondent published in our issue of yesterday, there are persons occupying much higher positions than the Kintinhu villagers who stand in need of the particular kind of education to which Mr. SERCOMBE SMITH referred. The Provincial Authorities, it is said, while openly issuing the necessary instructions to the Suwon Magistrate with reference to the arrangements for banding over the territory, have given secret orders, probably instigated from Peking, to put all obstacles possible in the way of the transfer of government. The word accordingly went forth that the foreigners were going to dispossess the natives of their land and that it would be necessary to raise money for the purchase in Canton of arms to resist the encroachment of the foreigners when it took place. In accordance with this programme a subscription has been raised amongst the population of the district, who bear the loss of their title to the land, and over \$100,000 had been raised some weeks ago, all the rowdy characters in the surrounding district being encouraged to take hand in the disturbance when it comes off, on the taking-over of the territory. We have every reason to believe that our correspondent is well informed on the subject, and there is nothing intrinsically improbable in the designs he attributes to the officials. As we know, armed opposition was offered to the French at Kwangchowwan, and the occupation was not effected without some loss of life and rather liberal use of corporal chastisement on the obstructors. This was possibly owing in some measure to the French appearing on the scene before proper arrangements for the handing over of the territory had been made, including the notification of the change of government to the inhabitants, but it may also be supposed that the opposition was not dispensing to the officials. Indeed, it is said that Viceroy TAN was so averse to the handing over of the territory that he wished to resign his office in order to avoid having any connection with the transaction. If these are the sentiments of the Viceroy—and they will no doubt apply to Kowloon equally

with Kwangchowwan—we may rest assured that the subordinate officials more immediately concerned will be nothing loath to give effect to it in so far as lies in their power, caring little, as our correspondent remarks, how much punishment the ignorant tools of their machinations may suffer so long as they can breed bad blood between the foreigner and those of their subjects who are to come under his rule, and thus render the task of government troublesome. If the people fall into the trap a few of them will probably lose their lives and more will suffer in other ways. From a military point of view any resistance the people might be able to offer would be contemptible, and would be brushed aside without trouble, but the bad blood that would be created would be of some time to come render the task of the civil officials appointed to administer the territory difficult. The Government, which has probably received information from other sources of the facts mentioned by our correspondent, will no doubt cause the necessary warnings to be conveyed to the Chinese authorities, so that the transfer may be effected quickly and under such conditions as will best contribute to the future orderliness of the new territory.

The chief systems at present in vogue are—

1. Cable.

2. Steam.

3. Electric Underneath Conduit.

4. Accumulator.

5. Overhead Wire.

Excluding these systems the cost of

special animal and the climate would be against them; besides horse traction is almost a thing of the past, as all animal traction should be.

No. 2—It is really a splendid system and the only objection to it is the vital one of expense, the roadway of a cable line costing two to three times that of the electric overhead system.

No. 3—It is a very costly system, especially cumbersom, the weight of the motors requiring a specially well built and ballasted track.

No. 4—It is provided with an electric motor, the track of an underneath conduit line is as expensive to build as that of the cable, and there has been no really successful trial to my knowledge on city streets; also the cost of the overhead line is high.

No. 5—It is a very costly system, especially cumbersom, the weight of the motors requiring a specially well built and ballasted track.

The accommulator system—undoubtedly the ideal one if perfect—being still an experimental stage is not to be thought of by a practical community.

We now come to the Overhead Trolley Wire. The trolley system which has been a practical and commercial success where tried, and which is adopted in every way to give satisfaction to this community.

As the remainder of this article is devoted to the examination of this system and its application to the needs of Hongkong, a few words of description of the same will be given, and the reader to make due allowance for the difficulty experienced by the writer of an article like the present in steering the proper course between vague generalities and technicalities "not understood" by the lay mind.

Each car is provided with an electric motor, of from fifteen to twenty horsepower, capable of drawing a load of three to four tons over the level. The electric current needed is generated in a central power house, in the same manner as that for electric lighting. About sixteen feet above the rails a heavy copper wire is run along the track, supported by posts with arms whose extremities project to about the centre of the rails, which are connected by wires. The car carries a battery of accumulators, which are charged from the power house. Connection is made from the roof of the car to the wire by a rod carrying a pulley running on the under side of the wire, a pulley running on the under side of the car, and passing it to the motor beneath the car and passing it to the motor beneath the car. The cars are very handy to stop and start, and in every way suitable for running through crowded thoroughfares with a minimum of accident.

This system is rapidly spreading the cable is all the Great American cities, perfect as some of their cable lines are.

The following table taken on the U. S. Census Report of 1890—while the horse cars were still popular—gives the distribution and costs of lines operated in different ways.

Mileage of 1500 miles.

Estimated Daily Expenses.

Wages—

Men at \$1500 a month—

Power Station and repairs dep'ts.....\$16.66

Conductors, meter men, and track men.....3.00

Office staff.....8.00

Total wages at \$1600 a ton.....55.00

Oil, stores, fresh water, etc.....16.50

Required for maintenance of track and overhead structure.....17.00

Repairs for tracks and cars.....5.00

Insurance, legal expenses and printing.....7.00

Total daily expenses.....2.466

Estimated Daily Receipts.

Section A.

Car Mileage 114 per day.....\$114.80

2 first class fare per mile at 25 cents fare.....172.20

2 second class fares per mile at 5 cents fare.....17.20

Section B.

Car Mileage 154 per day.....15.40

Fare as in Section A.....23.10

Second class.....23.10

Section C.

Car Mileage 100 per day.....15.00

2 first class fare per mile at 20 cents per fare.....60.00

2 second class fares per mile at 5 cents fare.....45.00

Special workmen's cars, 300 each at 5 cents fare.....15.00

Total daily receipts.....445.50

Annual Balance Sheet.

Total receipts.....\$162,007.65

Total expenses.....78,550.30

Balance.....\$84,250.35

Depreciation at 7% per cent.....37,000.39

Net balance.....46,750.00

Being at the rate of 9.3 per cent. on the capital invested.

The following table, giving the receipt and operating expenses per car mile, and the ratio between them for a number of different roads, is interesting, proving conclusively as it does the immense advantage such an undertaking would derive in Hongkong from the low costs of wages prevailing.

"With a view to getting at the actual facts of the case, the Boston Advertiser, a few months ago, sent out a circular letter asking for information from every city in which the system is in operation, from Portland, Me., to Galveston, Texas. It was asked what system was used in each place; whether there had ever been loss of life or injury from wires; whether there was any serious objection on the part of the public to overhead wires, and what was the general opinion in the locality as to the effect of the system on health.

The poles and wires are said to detract the beauty of the city, and the cost of the system is high, but the cost of the overhead line is less than that of the underground line.

This table shows the electric line is the most economical to build and operate. The disadvantages most generally cited to attend this system are more imaginary than real, and the two chief can easily be disposed of.

The poles and wires are said to detract the beauty of the city, and the cost of the overhead line is high, but the cost of the overhead line is less than that of the underground line.

Regarding the danger of the overhead system cannot be better than quote the words of Mr. F. L. Pope, the inventor—or at any rate the discoverer of the inventor—of the system:

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CANADIAN AND UNITED STATES COMMERCE.
London, 4th September.
In regard to the conference at Quebec of Canadian and United States Commissioners who are endeavouring to settle the international disputes of the two countries, United States men of commerce insist that in respect of tariffs it is indispensable that the preference given by Canada to Great Britain's productions should be extended to the productions of the republic.

THE PRINCE OF WALES.
London, 4th September.

The Prince of Wales, during his tour in the Royal yacht Osborne along the south and west coasts of England, has found that his health, which was recently fractured, has improved so much that he is attempting to walk.

THE CUCU-CU CUP.
London, 4th September.

The Prince of Wales, in the annual 24-hours' bicycle competition, held this year on the Crystal Palace track, has won the £1,000 prize.

Body led at the fifth mile and raced the remainder of the distance unopposed.

DIFFICULTY OF RESTORING SPANISH SOVEREIGNTY IN THE PHILIPPINES.
London, 6th September.

The Governor of Manila reports that, in order to restore Spanish sovereignty in the Philippines, it will be necessary to quarter 60,000 troops in the islands, as well as to station a naval squadron there.

RAILWAY DISASTER IN AMERICA.
London, 6th September.

A railway disaster has occurred in America. An express train from Montreal came into collision with a trolley car near Quebec, the result being that 15 people were killed.

AN ALPINE FATALITY.
London, 7th September.

Two spans of a railway bridge which was in course of erection over the river St. Lawrence, at Cornwall, Quebec, fell and participated 100 workmen into the river. Thirty lives were lost.

ANGLO-CHINESE AGREEMENT.
London, 7th September.

The P. & G. Mail states that the agreement entered into between Germany and Great Britain provides for the construction of a joint line of railway from Tientsin to Chinkiang, one of the treaty ports situated on the Yang-tze-Kiang, and also to administer the Chingting, Kiangnan, and Zhejiang districts, traversing the Yangtze-Kiang district.

The agreement recognises the principle of common interests in the promotion of commerce. MR. CHAMBERLAIN ON AN ANGLO-AMERICAN ALLIANCE.
Adelaide, 12th September.

Chamberlain, the Colonial Secretary, has informed a P. & G. Mail correspondent that he is prepared to occupy any resources of Anglo-American alliance. He also confirmed the report of the agreement with Germany regarding mutual rights in China and Africa.

THE NEW ROBINSON CRUSOE.
Adelaide, 14th September.

Rougemont, whose altered adventures in Northern Australia are being printed in the *World Mail*, has just returned to the British Australian after his remarkable escape from the natives. Several spears were discharged against Rougemont's steamer, and expressed surprise that throughout his wanderings he never struck the Overland Telegraph Line.

THE HASTHORPE CRICKET "FESTIVAL."
London, 5th September.

At the Hastings cricket festival (the last of cricket), Mr. Stoddart, the wicket-keeper, and his team played a tennis representing the Rest of England.

The latter went in first and scored 238. Mr. Stoddart's Eleven went in and scored 88 for the loss of three wickets.

6th September.
In the Rest of England innings, Mr. G. Grace made top score of 82 when he was sent by Mason to the rest of England. The veteran was here and there at the wicket and did not give a chance. He scored 10 fours. Ford after scoring 43, was caught by Board of Briggs. Jessop was bowled by Hines for 32. Kortright was brilliantly caught by MacLean of Horne for 42.

Mr. Grace from MacLean played a fine innings of 51, and was then caught by Ebdonwell in the slips of Kortright. His score included 19 fours.

Mr. Stoddart's Eleven in their first innings scored 261 runs. The Rest of England commenced their second innings, and when the stumps were drawn had scored 143 runs for the loss of seven wickets.

7th September.
The first innings of the Rest of England, Richardson, Horne, and Hines secured three wickets each at a cost of 71 runs, 49 runs, and 57 runs respectively. T. Hayward was caught by Rhodes after scoring 43. Attnawell played a fine innings of 51, and was then caught by Ebdonwell in the slips of Kortright. His score included 19 fours.

The Rest of England made a disastrous start in their second innings. A. S. Brookwell, W. G. Grace, and Townsend being disposed of without scoring. F. G. Ford was sent by Board of Briggs to the rest of England to raise the rest of the team. He hit his out freely, and put together 73 in 4½ minutes, he being still in the wicket when play ceased for the day. The fielding was excellent.

The following are the scores—
REST OF ENGLAND..... 236
First Innings, seven wickets for..... 143
Second Innings, seven wickets for..... 143
STODDART'S TEAM.....
First Innings..... 231
SIXTEEN IN RUSTIC.

The Chinese steamer *Kwangtung*, from Shanghai 22nd Sept., had moderate S.E. wind, with strong S.E. swell, and the wind began to blow a fresh gale with very high S.E. swell and confused sea, kept up by shelter and anchorages, etc. Hong Kong Island, 2nd Oct., 10-15 p.m., gale, high seas, with typhoon squalls and blinding rains. Oct. 1st, at 7:40 a.m., the weather moderating and wind shifting to eastward under weigh and shifted our anchor to Watson's at 3:40 p.m., barometer rising steadily, yet under-weight and proceeded; had gusty winds with thick rainy weather to port. Steamer in Watson's—Hastings and Footlong.

HAPPY RETREAT,
HAPPY VALLEY, SOUTH END OF RACE COURSE.
REFRESHMENTS, DINNERS,
to be had at all times.

SACIOUS TENNIS GROUND
available at \$1.00 per Afternoon
(from 3 to 7 P.M.)

Tea-party entertainments served at moderate prices.

HO MAK CHONG,
Proprietor
1909]

THE SAN G CHA N,
AGENT FOR
MATTING MANUFACTORIES OF TONQUIN,
Unfinished
F.A.Y. M. A. T. T. G.
of Best Kind of Moderate Prices. Stock in
hand, over 3,000 Rolls.
(Unpinned Joints Fancy).
1883 No. 209, PRAYA WEST, HONGKONG.

YEE SANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.
Address—Cave of Misses KWING SANG & CO.
No. 68, PRAYA WEST.

SIE N TING.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation Free.
Hongkong, 23rd September, 1895.

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEN.
(Late of FOOTE & CO.).
Hongkong, 13th July, 1895.

INTIMATIONS
JAS. WATSON & CO., LTD., DUNDEE,
WHISKY DISTILLERS.
CAPITAL PAID UP..... £500,000.
STOCKS: 3,250,000 GALLONS.
EXPORTS to INDIA, CHINA, and JAPAN, 24,000 Cases.
Agents in Hongkong, Messrs. H. H. KIRCH & Co.

[1474]

(ESTABLISHED 23 YEARS)

W. ROBINSON & CO.,
HIGH CLASS PIANOS
BY COLLARD & COLLARD, BRINSFORD,
ALLISON, RACHALS, ROSENKRANZ,
KAPS.

LOW PRICES WILL BE ACCEPTED. EASY TERMS.
THE ONLY FIRM DEVOTED THEMSELVES ENTIRELY TO THIS BUSINESS. [1694]

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS
PURVEYORS to the IMPERIAL and ROYAL COURT at BERLIN
and to the IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

20 YEARS SOLE AGENTS FOR THE
PIANOS

of

COLLARD & COLLARD. [2118]

DR. KNORR'S
ANTIPYRINE
Painted
LION BRAND.

In Powder and Crystals, also in Dragee of 5 grains, easily soluble in water. Wins, etc. FEVER, RHEUMATIC & NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.
(REGISTERED TRADE MARK)
SOLUBLE CASING-SILVER PREPARATION.

Used in Gonorrhoea for 2 to 3 per cent. solution possesses similar bactericidal action to silver nitrate, but is less irritating by complete absence of irritating properties.

It is requested that the directions on the box for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China. [145]

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TO LET

TO LET

FROM 1st DECEMBER next, unfurnished,
PARADE SOUTH,
For Particulars apply to
M. G. MASTER,
12, Queen's Road Central.
Hongkong, 15th September, 1895. [1683]

TO LET:

"GREENMOUNT, BONHAM ROAD.
Apply to

GILMAN & CO.,
CONSULTING ENGINEER AND
SURVEYOR.
Hongkong, 7th July, 1895. [144]

TO LET:

A SMALL SCREW STEAMER

Length between perpendiculars, 108 ft. 7 in.
Breadth on deck, 18 ft. 2 in.
Depth moulded, 8 ft. 3 in.
Tonnage under deck, 31.

For further Particulars apply to
R. C. WILCOX,
Esq., Household Arcade.

Hongkong, 17th September, 1895. [1683]

FOR SALE

A NEW AND SECOND HAND LAUNCHES
FOR SALE.

DESIGNS and Specifications for all classes
of Steamships. Launched a specialty.

New work and repairs supervised.

Telegrams: "CARMICHAEL," Hongkong.
Telephone, No. 111.

H. F. CARMICHAEL,
Hongkong, 30th April, 1895. [1699]

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HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital..... \$10,000,000
Reserve Fund..... \$9,000,000
Reserve Liability of Proprietors \$10,000,000

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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, 15th August, 1895. [1683]

FOR SALE

C. H. S. H. E. I. S. D. S. L. E. C. H. S. CHAMPAGNE, 1893 White Seal.

\$38.25 per case of 1 dozen quarts.

\$38.50 per case of 2 dozen pints.

BOTTLED ALE & STOUT.

SIR MESSRS. SIMMSEN & CO.

Established 1719.

CHAMPAGNE GROWERS AND
SHIPERS.

Ship on Quality.

Labels D. (Green Seal).

LAUREN WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1895. [1104]

TO LET

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 30th September, 1895. [148]

TO LET

CONVENIENT OFFICES, 1st and 2nd
Floors, 18, BANE BUILDINGS, Hong
kong.

Apply to

M. J. D. STEPHENS,
Solicitor.

Hongkong, 29th September, 1895. [1703]

TO LET—UNFURNISHED

A PARMENTS at Kowloon, with Board.

A. Suitable for married couples or single
gentlemen. Terms Court.

Apply to

Mrs. HATHERLY,
Inside, Kowloon.

Hongkong, 17th June, 1895. [1306]

TO LET—UNFURNISHED

No. 3, STEWART TERRACE, PEAK.

Immediate Possession.

For further Particulars apply to

C. VIVIAN LADDIS,
Government Offices.

Hongkong, 17th September, 1895. [1832]

TO LET

THE SECOND FLOOR of No. 2, PEDDER
STREET. Suitable for Offices and Resi-
dence.

Apply to

A. B. MARTY,

Hongkong, 28th September, 1895. [2117]

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THE PRIVATE BOARD AND RESIDENCE

